



# City of North Miami Beach, Florida

## Community Development Department

17050 NE 19<sup>TH</sup> AVENUE  
1<sup>ST</sup> FLOOR  
NORTH MIAMI BEACH, FLORIDA 33162  
PLANNING & ZONING DIVISION: (305) 354-4456

### PLANNING & ZONING BOARD

Meeting: 2/28/2022

File No: 21-9

Project Name: 168 Professional Office Building

#### General Data:

**Applicant:** Gustavo Bolado

**Architect :** Plana International

**Location:** 11 NW 168<sup>th</sup> Street

**PCN:** 07-2113-007-0480

**Property Size:** 0.23 acres

**FLUM:** Business

**Zoning:** MU/IB (Edge Sub-Area)

#### Adjacent Zoning:

- **North:** RD Residential Two Family (Duplex) District
- **East:** MU/IB
- **South:** MU/IB
- **West:** MU/IB

**Existing Land Use:** Vacant

**Proposed Land Use:** Professional Office

**Proposed Gross Floor Area:** 14,700 Sq. Ft.



#### Item before the Board:

The action before the Board is for the approval of a Site Plan application of 168 Professional Office Building development pursuant to Zoning and Land Development Code (ZLDC) Sections 24-172 (G), 24-172 (H)(3), including the following:

- A site plan application for the development of a 14,7000 gross square feet, four-story office building, with a ground level parking garage, and three floors of office space located at 11 NW 168<sup>th</sup> Street.

#### Optional Board Motions for Action Items:

1. Move to continue with direction.
2. **Move approval** of the Site Plan application (File#21-9) for 168 Professional Office Building, by finding that the request is consistent with the Comprehensive Plan and meets criteria set forth in the Zoning and Land Development Regulations.
3. **Move denial** of the Site Plan application (File#21-9) for the 168 Professional Office Building, by finding that the request is inconsistent with the Comprehensive Plan and does not meet the criteria set forth in the Zoning and Land Development Regulations.

#### Technical Notes:

1. Demonstration with flood requirements are required prior to City Commission review.
2. Demonstration with streetscape requirements are required prior to City Commission review.

#### Background:

The subject site is composed of Lots 29, 30 & 31, block 6 of "Oleta Terrace", according to the plat thereof, as recorded in plat book 8, at page 117, of the Public Records of Miami-Dade County, Florida. Records show that this site once contained a

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Planner I

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305-948-2966

#### Review Dates:

Planning & Zoning Board:  
March 14, 2022

City Commission (TBD)

#### Attachments:

Draft Resolution  
Application & Letter of Intent  
Site Plan & Survey  
Traffic Study

single-family home that was demolished in 1983. The site has remained vacant since. The subject site was granted Resolution 1986-35 to build a two-story office building, however, records do indicate the construction of this building.

**Site Plan Analysis:**

**Compliance with the Zoning and Land Development Regulations:**

Items identified in the Land Development Regulations shall specifically be addressed by the body taking final action on the site and development application/request.

Pursuant to Ord. Section 24-58.8 (A)**Purpose and Intent.** The purpose of these regulations is to implement the standards and policies that guide the development of the International Boulevard District (MU-IB). The intent of these regulations is to enable a pedestrian scaled, transit accessible pattern of mixed-use development along the NE 167th Street/NE 163rd Street Corridor, between North Miami Avenue east to NE 21st Avenue. Development patterns shall generally reflect planning and design principles such as walkable neighborhoods oriented around the five-minute walk. Additionally, there shall be a primary orientation towards the corridor, with strong consideration taken towards creating an identifiable sense of place that establishes this corridor as an attractive option for development that improves the City and provides additional options for residents to live, work and play.

- The proposed office building contains 4 stories where the ground floor will serve as parking and the second – fourth floor serves as office space. Pursuant to Ord. Section 24-58.8(B)(1) an office use is permitted in the MU/IB. Pursuant to Part II of Section 24-58.8(A)(1) **the Sub-Areas Regulating Plan** the MU/IB is divided into three (3) Sub-areas: **Core, Transition and Edge**. The highest density and intensity within the MU/IB shall be allocated to the Core Sub-area, a mixed-use area at the heart of the district. The densities and intensities shall then gradually decrease from the Core to the Transition Sub-area where mixed-uses are still permitted and then further decrease to the Edge Sub-area which is characterized by single uses, including lower density residential adjacent to existing low density residential.

The subject property is within the Edge sub-area where single uses are permitted. The proposed use of the office building is only a single use and does not contain any residential units. Furthermore, the proposed building is not mixed use and does not contain any ground floor retail. The parking is located on the ground floor and therefore, it must be screened by an Active non-use liner.

Pursuant to Mixed-Use District Definitions Section 24-58(H)(4) Active use-non means a building use which is generally not intended for human occupation. Non-active uses include, but are not limited to, parking and building service areas such as storage, mechanical, electrical and trash. Architectural treatment shall be provided for all non-active use facade elevations.

According to ZLDC section 24-58(H)(6) Architectural treatment means the provision of architectural and/or landscape elements on a facade which serve to visually screen non-active uses. The applicant has provided architectural garage screening to prevent visibility of vehicular parking.

Pursuant to ZLDC Sec. 24-58(J)(3)(d) **Street Furniture.** Street furniture includes but is not limited to outdoor benches, waste containers, planters, phone booths, bus shelters, bicycle racks, tree grates, decorative stamped concrete or stamped asphalt crosswalks, banners, water fountains, newspaper dispensers and bollards whether within or outside the public right-of-way. Street furniture provided on site shall be compatible with the architecture of the surrounding buildings, the character of the area and other elements of the streetscape. Consistency in the selection and location of the various elements of street furniture is critical for maximum effect and functional use. All street furniture shall be subject to the approval of the City.

- The applicant agreed to contact Miami-Dade County department to request permits to restore and relocate the existing bus stop sign. Coordination with county must begin during the application process as this may impact access to the project's development.

**Development Standards:**

Pursuant to ZLDC Sec. 24-58(R) **Height Standards.** The height of buildings shall be measured in stories and in feet. The maximum overall building height shall not exceed the maximum building height allowed for the district.

The proposed site is within the Edge sub-district of the MU/IB. The proposed site is proposed to be developed to four stories which is the maximum height that is permitted in the MU/IB Edge sub-district.

Table MU/IB-2. Maximum Permitted Height in the Sub-Districts		
Area	# of Stories (1)	
MU/IB	By Right (not to exceed)	with Bonus Floors (not to exceed)
Core	15 Stories	20 stories
Transition	8 Stories	10 stories
Edge	4 Stories	N/A
Maximum height per story	Floor to Floor Height	
	Ground Story	Second Story
	20 feet (max.)	20 feet (max.)
	Stories 3+	Specialty Amenity Story
	14 feet (max.)	20 feet (max.)

Pursuant to ZLDC Part III of the MU/IB Section 24-58.8(B)(2) all new buildings shall conform to one (1) of the permitted building typologies as demonstrated in the **Building Typology** and Placement Regulating Diagrams in Section 24-58 Mixed-use District. The diagrams provide a schematic representation of the various building typologies and demonstrate the required setbacks, lot standards, and profiles of structures. Existing buildings which do not fit a prescribed typology, shall follow the standards required for the Flex building typology.

According to the lot dimensions, this site allows for a flex building type. The dimensions of a flex building require lot dimension of a minimum 75' feet width and a maximum 200' feet width. The flex lot dimension can have a 100' feet minimum. The vacant lot located at 11 NW 168<sup>th</sup> street is 75 feet wide and has a 135' foot width.

Pursuant to ZLDC Section 24-58(H)(21) Flex building type means a building that is designed to respond to changes of function in a flexible way. The flex building type is able to accept different internal configurations and easily adapt to its surroundings. Below is the zoning table for the proposed development:

<u>Zoning</u> Mixed Use International Building (MU/IB)	Required/ Allowed	Provided
Lot Width	Min: 75' Max: 200'	75'
Lot Depth	Min: 100' Max: N/A	135'

<b>Minimum Yard Setbacks</b>	Front	Min: 10' Max: 20'	10'
	Side:	Min: 0 ' Max N/A	0'
	Rear:	Min: 0 ' Max: N/A	14'8"
<b>Impervious Area</b>	Maximum 90% (9,112.5 Sq. Ft.)		79.84% (8,084 Sq. Ft.)
<b>Pervious Area</b>	Minimum 10% (1,012.50 Sq. Ft.)		20.16% (2,041 Sq. ft.)
<b>Maximum Building Height (Max.)</b>	4 Stories - 50'-0"		4 Stories - 50'-0"
<b>Parking: Building Area 14,700 Sq. Ft.</b>	2.5/1,000 Sq. Ft.		
<b>Total Parking Required</b>	37 Spaces		38 Spaces
<b>Density</b>	40 DU/AC		N/A
<b>Total Office Area Per Floor</b>			4,900 Sq. Ft.
<b>Total Office Building</b>			14,700 Sq. Ft.
<b>Length of Building</b>	60% Minimum (45ft)		67.5 Ft

#### **Parking Requirements**

**Section 24-58(J)(2) Street Standards.** The following standards shall apply to development in all mixed-use districts:

(2) Where a sidewalk or other pedestrian walkway crosses a parking lot, street, or driveway the following standards shall apply: (a) The intersection shall be clearly marked and lighted for safety. (b) The sidewalk shall be continuous and remain at a constant level at all instances. (c.) A change of tactile surface texture shall be installed at all street crossings

- The site complies with the change of tactile surface crossing the access way to the ground floor building.

All parking within the MU/IB shall comply with the Access, Circulation, Loading Standards specified in Section 58 (K).

- According to ZLDC Section 24-58(K)(b)(i)(2) No vehicles parked within the garage shall be visible from the street. Parking for the proposed site is located on the ground floor is considered an active non-use.
- Pursuant to Mixed-Use District Definitions Section 24-58(H)(4) Active use-non means a building use which is generally not intended for human occupation. Non-active uses include, but are not limited to, **parking** and building service areas such as storage, mechanical, electrical and trash. **Architectural treatment shall be provided** for all non-active use facade elevations.
- According to ZLDC section 24-58(H)(6) **Architectural treatment** means the provision of architectural and/or landscape elements on a facade which serve to visually screen non-active uses. Architectural treatment is provided on site plan detail sheet A-1.1. Applicant has provided architectural screening by implementing garage screening fences on the ground floor.

Table MU/IB-7. Minimum and Maximum Parking Requirements by Use		
Uses	Parking Spaces (min.)	Parking Spaces (max.)
Retail, Restaurant or Commercial	2/1,000 sf	4/1,000 sf
Office	2.5/1,000 sf	4/1,000 sf
Hotel and Motel; Hotel and Motel Limited	1/4 rooms and; 1/800 sf (restaurant, public meeting areas) and; 1/15 rooms for staff	1/4 rooms and; 1/800 sf (restaurant, public meeting areas) and; 1/15 rooms for staff
Residential (multi-family)	1/1BR and 2 BR unit; 1.5/3BR unit 1/20 units (guest parking)	2/1BR and 2 BR unit; 3/3BR unit 1/20 units (guest parking)

The project meets the required minimum of 37 spaces by providing 38 parking spaces.

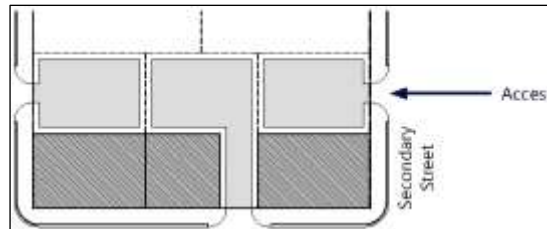
- Eighteen (18) of the provided thirty-eight (38) spaces are regular 9 x 18 feet parking spaces. One of the eighteen (18) spaces includes an electric charging station. An additional eighteen (18) spaces will operate as mechanical car lifts. Two (2) of the provided 38 spaces are 12 x 20 feet ADA parking stalls.
  - Proposed mechanical lifts are provided by Parkmatic Car Parking Systems. The owner/Employer shall ensure that lift operators are qualified and that they are trained in the safe use and operation of the lift using the manufacturer's operating instructions.

**Pursuant to ZLDC Section 24-58.8(C)(2) Bicycle Racks and Bicycle Storage Standards.** Bicycle racks and storage shall be required as follows:

- For Commercial Uses (except hotel uses). Secure bike racks and/or storage at a ratio of one (1) bicycle parking space for every fifteen (15) required parking spaces and; A minimum of one (1) shower and changing facility shall be provided to be available for all tenants and shall be located within the building, or within two hundred (200) feet of the building entrance, for developments greater than fifty thousand (50,000) square feet in gross building area.
  - The applicant has provided three (3) bicycle racks on the ground floor in addition to the shower and changing facility on the second floor.

**Pursuant to ZLDC Section 24-58.8(B)(2)** Where no alley is present, vehicular access shall occur from the secondary street frontage.

- Vehicular access is being provided on 168<sup>th</sup> street (secondary street).



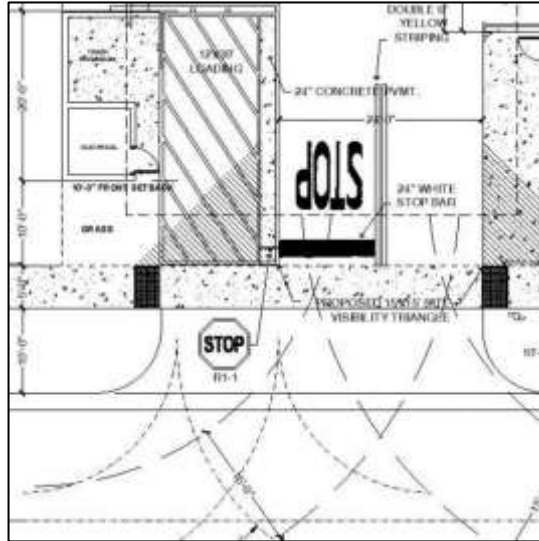
Pursuant to Ord. Section 24-82 (A)(2) **Vision Clearance**, when a public street, alley or accessway intersects another public street, all fences, signs, walls, or landscaping elements within the triangular areas created by such intersections as defined below shall provide unobstructed vision clearance at an elevation of from three (3) to six (6) feet in height from the finished grade of the abutting roadways.

- The plans provided show two 15'x15' vision clearance triangles at the intersection of accessway and NW 168<sup>th</sup> Street



### **Loading Zone Requirements**

**Pursuant to Ord. Section 24-96 (A)(1), Loading Spaces.** At the time of the erection of any multifamily use of fifty (50) dwelling units or more, mixed uses, nonresidential use or, at the time any nonresidential use is altered, enlarged or increased in capacity by adding floor area, there shall be space provided and maintained for the loading and unloading of materials, goods, or supplies, and for delivery and shipping so that vehicles for these services may use this space without encroaching on or interfering with the public use of streets, parking facilities and alleys by pedestrians and other vehicles.



- **(B) Space Dimensions.** An off-street loading space shall include an area of at least twelve (12) feet wide by thirty (30) feet long with fourteen and one-half (14½) feet vertical clearance. The plans indicate that the ground floor has a ceiling height of 14 feet and 6 inches. Each off-street loading space shall be easily accessible and arranged for convenient and safe ingress and egress by motor truck or trailer combination. Pursuant to Section 24-97. An office space between 5,000 – 20,000 square feet only requires one loading zone.

### **Special Regulations:**

**Pursuant to Ord. Section 24-58(Q) Light Pole Standards.** The following standards shall apply for light poles:

- (1) Light poles shall not exceed an overall height of 17.5 feet above grade.
- (2) No cobra head lights are permitted;
- (3) All lighting shall be LED or light-emitting diode; and
- (4) All lighting shall be weather and vandal resistant (i.e., resistant to graffiti, shattering etc.).
- (5) All lighting shall be constructed from steel, cast iron, spun aluminum, colored concrete or granite.
- (6) All wiring shall be underground.
- (7) On-site lighting poles shall be of a consistent architectural style and shall complement the predominant architectural theme of the project.

**Pursuant to Ord. Section 24-93(G)(2) Intensity of illumination:** (a) Open parking facilities shall provide an average illumination intensity of one (1) foot candle equal to one (1) lumen per square foot, and shall be well distributed on the pavement areas. (b) Enclosed parking facilities shall provide an average illumination intensity of fifty (50) foot candles at the entrance, ten (10) foot candles in traffic lanes and five (5) foot candles in vehicle storage areas. (c) The latest edition of the IES Lighting Handbook, published by the Illumination Engineers Society, shall be used as a standard for the design and testing of parking facility lighting.

(4) All required illumination shall be controlled by automatic devices.

- (a) For commercial uses with open or enclosed parking facilities, the required illumination shall be provided at least thirty (30) minutes after the closing time of any establishment served by the parking facility.

- Lighting photometric is provided on sheet PH-01. The sheet provided shows an average of illumination from 1.3 lumens to 3.2 lumens with an average of 2.68 and lights will be controlled by an automatic device according to Code.

**Landscape Regulations:**

**Pursuant to ZLDC Sec. 24-58(L) Landscape Standards.** The following standards shall apply in addition to any applicable standards in Article XI (Landscaping) not modified herein.

(1) Modified Standards.

- a. Tree specifications shall be as per Section 24-119 (Minimum Landscaping Requirements for All Zoning Districts) except for the following:
  - i. A maximum of twenty-five (25%) percent of all required trees shall be of a palm species.
- b. Utilization of berms to screen parking and/or vehicular use areas from public thoroughfares and adjacent residential uses shall be prohibited.
- c. Perimeter landscape requirements: The requirement of a continuous buffer strip of not less than five (5) feet in width, along the perimeter of a property adjacent to any street right-of-way only, shall not be required.

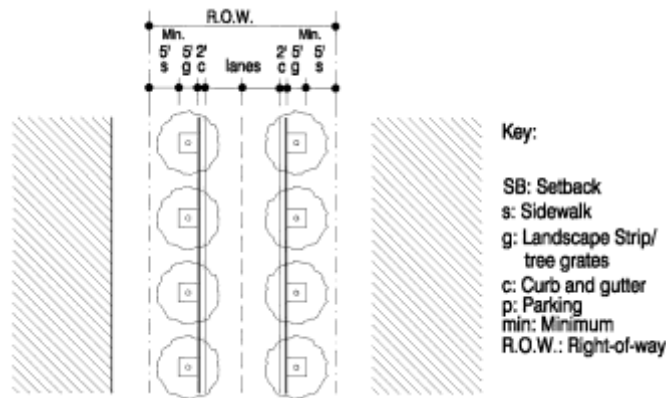
(2) Additional Standards.

- a. Building setback shall be adjusted to preserve existing native tree canopies, where feasible.
- b. Landscape strips shall only be placed between the sidewalk and the back of curb.
- c. Use of trees to provide shade, color, and interest, and use of vines, or trained plant materials is appropriate.
- d. Street Trees.
  - i. Street trees are required and shall be spaced at a maximum of thirty (30) feet on center.
  - ii. Street trees shall not be required when colonnades are being provided along the street and the colonnade is placed at a maximum of five (5) feet from the back of curb.
  - iii. When a landscape strip is not provided, street trees shall be placed in tree pits covered with ADA compliant grates. Tree grates shall be sized appropriately for each tree species at maturity. The use of tree grates is appropriate when on-street parking is provided. When no on-street parking is provided, landscape strips are preferred.

The applicant has provided adequate canopy replacement for the proposed site. However, the applicant must update minor discrepancies in his landscape plans and shows that they reflect the mixed-use regulations. The landscape plans portrayed in the photometric is Mixed-Use compliant, but the landscape plans are not. The landscape plans display 8 Montgomery Palms, 1 Florida Royal Palm, and 3 Mahogany Trees. According to Mixed Use regulations a maximum of twenty-five (25%) percent of all required trees shall be of a palm species. This project exceeds the max percentage of Palm Trees in the mixed-use district. A note has been added to the report requiring the applicant to provide an update landscape plan demonstrating compliance with the code prior to City Commission review.

**Pursuant to MU/IB(A)(3)** This site is not subject to any urban greenway regulations. The proposed development is not included in any dedicated open spaces.

- The provided sheet shows the removal of all existing trees on site. These trees consist of two avocado and two mango trees. The proposed trees listed I sheet L-1 provides a canopy replacement that exceeds the square footage of what was removed.
  - Applicant must correct plans and modify his streetscape design to be in accordance with MU-58(J)(3)(c)(iv) all streets and alleys shall be designed according to the typical street sections and must comply with figure MU-3:



Pursuant to Ord. Section 24-121 **Tree Removal**, an existing tree on the site having a trunk diameter of three (3) inches or greater shall not be removed or relocated without a permit from the Community Development Department of the City.

- Tree removal will be submitted for the removal of the 4 existing trees that are currently on the vacant lot.

Pursuant to Ord. Section 24-130 **On-Site Stormwater Runoff**, the first one (1) inch of rainfall shall be retained on-site through the use of swales, trench drains, retention ponds and other techniques acceptable to the City Engineer.

- The City Engineer provided TRAD signoff for the project indicating that the plans must comply with all required drainage requirements at time of building permit.

#### **Site Plan Review Standards:**

Review Standards. The following standards shall be utilized by all applicable individuals and departments involved in the review and evaluation of required plans and exhibits:

Pursuant to Ord. Section 24-172 (G)(1), **Natural environment**: All proposed development shall be designed in such a manner as to preserve, perpetuate and improve the existing natural character of the site. Existing trees and other landscape features shall, to the maximum extent possible, be preserved in their natural state and additional landscape features shall be provided to enhance architectural features, to relate structural design to the site, and to conceal unattractive areas and uses. Special attention shall be devoted to natural vegetation along waterfronts.

- The existing landscape plan sheet L-1.0 shows all the tree on site to be removed and no preservation of existing trees.

Pursuant to Ord. Section 24-172 (G)(3), **Circulation and parking**: All circulation systems and parking facilities shall be designed and located in such a manner as to comply with subsection (a)-(d).

Pursuant to Ord. Section 24-172 (G)(4), **Community services and utilities**: All proposed developments shall be designed and located in such a manner as to ensure the adequate provision, use and compatibility of necessary community services and utilities.

- Staff reviewed the site plan and concurrency requirements for potable water, sanitary sewer, solid waste, parks and recreation, and public schools and determined that the levels of service will be adequately maintained and serve the project.

Pursuant to Ord. Section 24-172 (G)(5), **Building and structures**: All buildings and structures proposed to be located within a development shall be oriented and designed in such a manner as to enhance, rather than detract, from the overall quality of the environment. The following guidelines shall be followed in the review and evaluation of all buildings and structures:

- a) Proposed buildings and structures should be related harmoniously to the terrain, other buildings, and the surrounding neighborhood, and should not create through their location, scale, style, color or texture incompatible physical or visual relationships.



- The proposed site plan has been designed to enhance the terrain of the property and promote more patrons. The site plan does not create incompatible visual relationships with the existing structure. Building matches similar features of the existing structures.
- b) Building location and other site features shall be reviewed in the context of any proposed road widenings, particularly the Biscayne Boulevard frontage.
  - No additional roadway widening is anticipated by FDOT.
- c) Proposed buildings located in Special Flood Hazard Areas as identified on flood insurance rate maps (FIRM) prepared by the Federal Emergency Management Agency (FEMA) shall have the lowest floor elevated no lower than the level of the base flood elevation.
  - Pursuant to Section 24-133 (C)(5)(c) For construction of new mixed use buildings in mixed-used districts defined in the Future Land Use Element of the City's Comprehensive Plan, the minimum lowest floor elevation (or height of dry floodproofing of nonresidential portions of mixed use buildings) shall be the higher then the elevation of back of adjacent sidewalk If there is no sidewalk, the elevation of highest crown of road or street abutting building. Demonstration with flood requirements are required prior to City Commission review.
- d) Proposed buildings and site shall be compliant with the Americans with Disabilities Act (ADA) and Miami-Dade County Code of Ordinances.
  - Proposed buildings and site shall be compliant with the Americans with Disabilities Act (ADA) and Miami-Dade County Code of Ordinances prior to build permit issuance.
- e) Proposed buildings shall be compliant with the **Fair Housing Act** as required.
  - The proposed project is commercial; thus, the regulation is not applicable.

Pursuant to Ord. Section 24-172 (G)(7), **Crime Prevention Through Environmental Design (CPTED)**: All proposed development shall be designed to discourage and reduce the possibility of nuisance and criminal activity.

- The police department has reviewed the plans throughout the TRAD process for location, traffic, visibility, windows and doors, security lighting, parking lot lighting, use of digital security cameras, especially in parking areas and other common areas, including ingress and egress areas, and has determined that project demonstrates acceptable design standards to reduce crime.

### Traffic & Concurrency

The applicant's engineer, Langan Engineering & Environmental Services, Inc. prepared a traffic-generation statement for the North Miami Beach Professional Office development at 11 NW 168th Street dated October 5, 2021 and determined that the proposed development will not generate more than 52 peak-hour trips. The traffic engineer that the expected site-ingress volumes did not warrant the need for exclusive turn-lanes on the abutting public road and conducted intersection capacity analyses for the stop-sign controlled intersection of N. Miami Avenue and NW 168th Street and the signalized intersection of N. Miami Avenue and NE 167th Street.

- Existing: Vacant Lot.
- Proposed: 14,700 Sq. Ft. Office Building

The study included a review of the following:

- Trip Generation Analysis and Roadway Link Analysis

The Traffic Impact Study: the proposed development is expected to generate 477 daily, 41 morning peak-hour and 52 afternoon peak-hour trips. We prepared trip-generation estimates for the proposed development. The proposed development will have one driveway connection to NW 168<sup>th</sup> street and will operate as a full access stop-sign controlled driveway.

- The traffic engineer conducted intersection capacity analyses and found that they are expected to operate at LOS D or better for build conditions. In addition, the traffic engineer determined that the expected vehicle

Table 1.- Trip Generation Estimates									
Daily									
Land Use	ITE Code	Size	Trip Generation Rate			In	Out	Total Trips In	Total Trips Out
Medical-Dental Office	720	14,700 SF	T =	38.42	(X) -	87.62	50%	50%	238 239 477
Morning Peak Hour									
Land Use	ITE Code	Size	Trip Generation Rate			In	Out	Total Trips In	Total Trips Out
Medical-Dental Office	720	14,700 SF	Ln (T) =	0.89	Ln(X) +	1.31	78%	22%	32 9 41
Afternoon Peak Hour									
Land Use	ITE Code	Size	Trip Generation Rate			In	Out	Total Trips In	Total Trips Out
Medical-Dental Office	720	14,700 SF	T =	3.39	(X) +	2.02	28%	72%	15 37 52

queue at the stop-sign controlled approach will not exceed one vehicle and will not impact the project's driveway connection to NW 168<sup>th</sup> Street. The traffic engineer stated that they optimized signal timing, without changing cycle length, of the intersection of North Miami Avenue and NW 167<sup>th</sup> Street to mitigate the impacts to the northbound approach, which operating beyond its adopted LOS for the morning and afternoon peak-hour without the proposed development are required or recommended at this time.

Scenario	Approach	N. Miami AV & NW 168 ST		N. Miami AV & NW 167 ST		Scenario	Approach	N. Miami AV & NW 168 ST		N. Miami AV & NW 167 ST	
		LOS	Delay (sec/veh)	LOS	Delay (sec/veh)			LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
2021 Existing Conditions	EB	B	10.9	C	32.9	2021 Existing Conditions	EB	B	10.6	C	31.1
	WB	C	15.9	C	30.4		WB	C	16.2	C	32.0
	NB	-	-	F	94.8		NB	-	-	F	227.7
	SB	-	-	E	73.2		SB	-	-	E	79.6
	Overall	-	-	D	38.2		Overall	-	-	E	55.6
2023 No Build Conditions	EB	B	10.9	C	33.1	2023 No Build Conditions	EB	B	10.6	C	31.4
	WB	C	15.9	C	30.7		WB	C	16.4	C	32.3
	NB	-	-	F	96.4		NB	-	-	F	232.4
	SB	-	-	E	73.2		SB	-	-	E	79.7
	Overall	-	-	D	38.6		Overall	-	-	E	56.4
2023 Build Conditions	EB	B	11.3	C	32.7	2023 Build Conditions	EB	B	11.4	C	31.3
	WB	C	17.6	C	30.9		WB	C	17.8	C	32.3
	NB	-	-	F	96.0		NB	-	-	F	232.0
	SB	-	-	E	73.0		SB	-	-	F	80.9
	Overall	-	-	D	38.5		Overall	-	-	E	56.6
2023 Build Conditions with timing optimization	EB	-	-	D	47.0	2023 Build Conditions with timing optimization	EB	-	-	D	47.3
	WB	-	-	D	42.3		WB	-	-	D	49.8
	NB	-	-	E	61.0		NB	-	-	E	76.4
	SB	-	-	E	73.4		SB	-	-	E	77.8
	Overall	-	-	D	47.1		Overall	-	-	D	53.1

- According to Policy 1.1.2 of the City of North Miami Beach's comprehensive plan Local Roads are defined as roads within the City limits and shall operate at LOS D. Level-of-Service (LOS) of a traffic facility is a concept introduced to relate the quality of traffic service to a given flow rate. Level-of-Service denotes the level of quality one can derive from a local roadway under different operation characteristics and traffic volume. LOS designates a range of operating conditions on a facility. Six LOS letters are defined, namely A, B, C, D, E, and F, where A denote the best quality of service and F denote the worst.
- The proposed development will utilize a valet parking service area. The proposed valet station will be at the main entrance and will serve visitors and employees. The estimated average service time for the valet operate is 1.50 minutes for the drop-off operation and 1.75 for the pick-up operation. The estimated service time accounts for the times that it takes the attendant to pick up and drop off the care, operate the lift and return to the valet station. The analysis made by the traffic engineer indicates that the valet operation will need a minimum of 2 attendants. The queuing analysis indicates that the queues for the proposed valet operation are not expected to exceed three vehicles.

The City's concurrency and traffic engineering consultant the Corradino Group reviewed the Applicant's Traffic Impact Statement. They determined that all traffic-related comments were satisfactorily addressed. Staff reviewed the concurrency

requirements for potable water, sanitary sewer, solid waste, parks and recreation, and public schools and determined that they will be adequately maintained and serve the project.

**Comprehensive Plan Consistency:**

The City's Comprehensive Plan and the Florida Statutes establish that a development order and development approved by the City is consistent with the adopted comprehensive plan if the land uses, densities or intensities, capacity or size, timing, and other aspects of development permitted by such order or approval are compatible with and further the objectives, policies, land uses, and densities or intensities established in the comprehensive plan and land development regulations. This project is most consistent with and furthers the following policies of the North Miami Beach Comprehensive Plan:

**Future Land Use Element**

**Policy 1.1.9:** Development, development orders, and permits issued by the City must be specifically conditioned on the availability of facilities and services necessary to serve the proposed development.

**Policy 1.2.8:** The City shall encourage development and redevelopment of appropriate scale and type in areas adjacent to established residential neighborhoods. Appropriate scale and type shall be determined by reviewing the compatibility of proposed development and redevelopment with the adjacent residential uses

**Policy 1.2.11:** All redevelopment shall be sensitive to the community character and should seek to promote transit and pedestrian friendliness through features such as: interconnected sidewalks; transit shelters; an interesting pedestrian environment, and; shade from shade trees, awnings, or canopies.

**Policy 1.3.2** Continue to cooperate with adjacent municipalities in jointly reviewing any new development or redevelopment occurring on the Biscayne Boulevard corridor.

- The proposed project demonstrates compliance with the comprehensive plan elements listed above by utilizing proposes walkways that are connected to the sidewalk, bicycle infrastructure, and pedestrian amenities. The proposed project shares compatibility with the adjacent residential uses by ensuring the appropriate screening and transition to reduce the impact on any surrounding single-family neighborhoods and low-density residential districts.

**Transportation Element**

**Policy 1.2.8:** The City will ensure that the design of new and redevelopment mixed use projects are conducive to pedestrian, bicycle and transit use. At a minimum other new development and redevelopment projects will address development intensity and mix of land uses, building and parking lot orientation, bicycle storage, connectivity of pedestrian and bicycle infrastructure, and pedestrian amenities to enhance multimodal transportation alternatives.

- The proposed development is compatible in intensity. Bicycle racks are displayed on sheet A-1.0. The civil plan display a change in textile surface for the cross walk connected to the sidewalk that is crossing the public accessway. The proposed site is right in front of a bus stop providing for easy accessibility t public transportation. The site provides an EV charging station for displaying that it provides for diverse modes of transportation.

**Public Notices:**

- ✓ Public Notice was posted at the property by **March 4, 2022**, at least 10 days prior to the meeting.
- ✓ Courtesy notices were mailed to property owners within a 500-foot radius by **March 4, 2022**, at least ten days before the meeting date.
- ✓ The agenda was posted to the City's website by **March 7, 2022**, at least 7 days prior to the meeting date
- ✓ Public Notice was posted in the main lobby at City Hall by **March 4, 2022**, at least 10 days prior to the meeting date.